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## Memorandum

DATE: December 20, 2018

TO: Interested Stakeholders

FROM: Affordable Housing and Sustainable Communities Program Staff

RE: Quantitative Policy Scoring: Safe and Accessible Walkways

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Affordable Housing and Sustainable Communities (AHSC) Program staff would like to clarify how the length of safe and accessible walkways<sup>1</sup> will be calculated with regard to Round 4 AHSC Guidelines Section 107(b)(4). Safe and accessible walkway improvements to existing walkways will be measured for linear distance in two manners:

1. Transportation Related Amenities (TRA) improvements that will make walkways safe and accessible will be measured according to the length of sidewalk directly improved (ex: provided shade to, illuminated). Unimproved distances of walkways in-between TRA improvements will not be counted.
2. Sustainable Transportation Infrastructure (STI) improvements that will make walkways safe and accessible (ex: through sidewalk replacement) will be measured for the distance of the entire block face on which the infrastructure improvement will be made. The block face will be measured along the entire distance of its walkway so long as it meets the AHSC definition of safe and accessible walkway through the proposed improvement(s).

Safe and accessible crosswalk improvements, which are STI, can be measured for the crosswalk distance plus one block face to which it connects. The block face must be measured according to the distance of its walkway which will be safe and accessible at the time of application or made so through AHSC proposed improvement(s).

### Rationale for Decision

In consultation with potential AHSC applicants, program staff realized a clarification was needed for this scoring component that changed since the Round 3 AHSC Guidelines.

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<sup>1</sup>See AHSC Round 4 Guidelines Appendix A(ff) for the definition of safe and accessible walkway.

A safe and accessible walkway is defined with respect to a pedestrian corridor. Section 107(b)(4) instructs applicants to "...not include existing sidewalk sections that are not improved as part of the project" and that "...multiple sections of sidewalk may be assembled for a total length as long as that calculation does not include unimproved sections." The intent of this scoring component is to incentivize the development of accessible pedestrian corridors, and as such, an entire length of a block is an instrumental section of sidewalk to ensure pedestrian corridor continuity and viability.

Please note that the Air Resources Board's Quantification Methodology for the AHSC Program does not measure pedestrian facilities in the same manner. Please reference this resource for more information: [www.arb.ca.gov/cc-resources](http://www.arb.ca.gov/cc-resources).